March, 1992 and March, 1993 as against the total investment;

(c) what are the reasons for continous losses suffered by the Cochin Shipyard; and

(d) the measures taken by Government to retrieve the situation?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) The total investment so far made on Cohin Shipyard Limited is Rs. 170.08 crores (excluding Ways & Means Loan). The loss suffered by Cochin Shipyard Limited during 1991-92 and 1992-93 was Rs. 14.92 crores and Rs. 7.95 crores, respectively.

(c) The main reasons for the losses suffered by the shipyard are the wide gap between the International Parity Price (IPP) of ships determined after taking into account the average prices in three major shipbuilding areas of the world, namely Western Europe, Eastern Europe and Far East and the actual cost of construction of the ships in the yard, heavy interest burden on loan portion of capital investment made by the Government in the Company, low productivity and long delivery time.

(d) Government have recently taken a decision revising the pricing formula for ships built at Cochin Shipyard Limited. It has also been decided to give loan at concessional rate of 9% to the extent of 80% for cost of ship. The price of ships would be fixed in terms of US/Japaneese Yen. In addition, steps for capital restructing of Cochin Shipyard Limited is also under active consideration of the Government.

Private Sector Offers for Development of Ports

1856. SHRI KAMAL MORARKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received any private offers both indigenous and foreign for developing ports;

(b) if so, what are the details of the proposals;

(c) whether Government have taken any decision thereon; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Some of the important proposals which have been received from the private parties for development of the Major Ports in India are:—

1. P&O-RPG proposal for lease of Container Terminal in Jawaharlal Nehru Port Trust.
2. Lease of berth at Bombay Port.
3. Lease of water front and land area at Goa for setting up of dry docks.
4. Allotment of a berth in Kandla Port Trust to a private party.

(c) and (d)/ Government have already approved the follwoing proposals:—

(i) Two berths at Haldia Dock Complex and one at Calcutta Port have already been allotted to private parties.

(ii) One berth at Bombay have been leased to a private party for managing the berth.

(iii) Water front and land area at Goa has been leased for setting up of dry docks by private ' parties.